


**CITY OF KIRKLAND****Department of Parks & Community Services**

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MEMORANDUM

To: Susan Greene, Planner, Department of Planning & Community Development

From: Michael Cogle, Park Planning Manager 

Date: October 10, 2007

Subject: Cedar Park Subdivision File PSB07-00001

This memorandum is intended to detail the plans of the City of Kirkland Department of Parks and Community Services Department regarding the public open space parcel directly south of and adjacent to the proposed Cedar Park subdivision.

History

The undeveloped open space parcel (known as Cavalier No. 1 Tract A) was formally transferred to the City of Kirkland from King County in 1993, a few years after the neighborhood was annexed. The parcel is approximately 0.85 acres and is zoned as Park/Open Space. The property is generally level and is heavily vegetated, containing a variety of tree species in addition to a considerable amount of invasive plants, particularly Himalayan blackberry. It has not been evaluated for wetlands or other soil conditions. The parcel is surrounded by single family homes, with a narrow access to NE 129th Street at the southernmost portion of the site.

In 2000 and 2001 members of the neighborhood voted to utilize some of their City-provided neighborhood improvement grant funds to improve the open space for public access and use. Our Department began to work with the neighbors to determine what improvements were desired. During that process concerns were raised, primarily by neighbors adjacent to the open space, about the proposal. Examples of concerns raised included those related to lack of visibility of the site from the street, safety, noise and privacy. Due to these concerns, the leadership of the local neighborhood association as well as the staff of the City's Neighborhood Services Division decided to terminate grant funding. Our Department has not pursued development of the site since that time.

Neighborhood Park Goals

Our City's Comprehensive Park, Recreation, and Open Space plan has established a desired level of service of a park within a quarter-mile radius of each Kirkland household. The North Juanita neighborhood east of the high school does not meet this goal. To that end, it would be desirable to eventually develop a park at or near the open space site. Our Department would work under the direction of the City Manager and City Council to meet this goal. At the present time, no funding or timeline has been established.

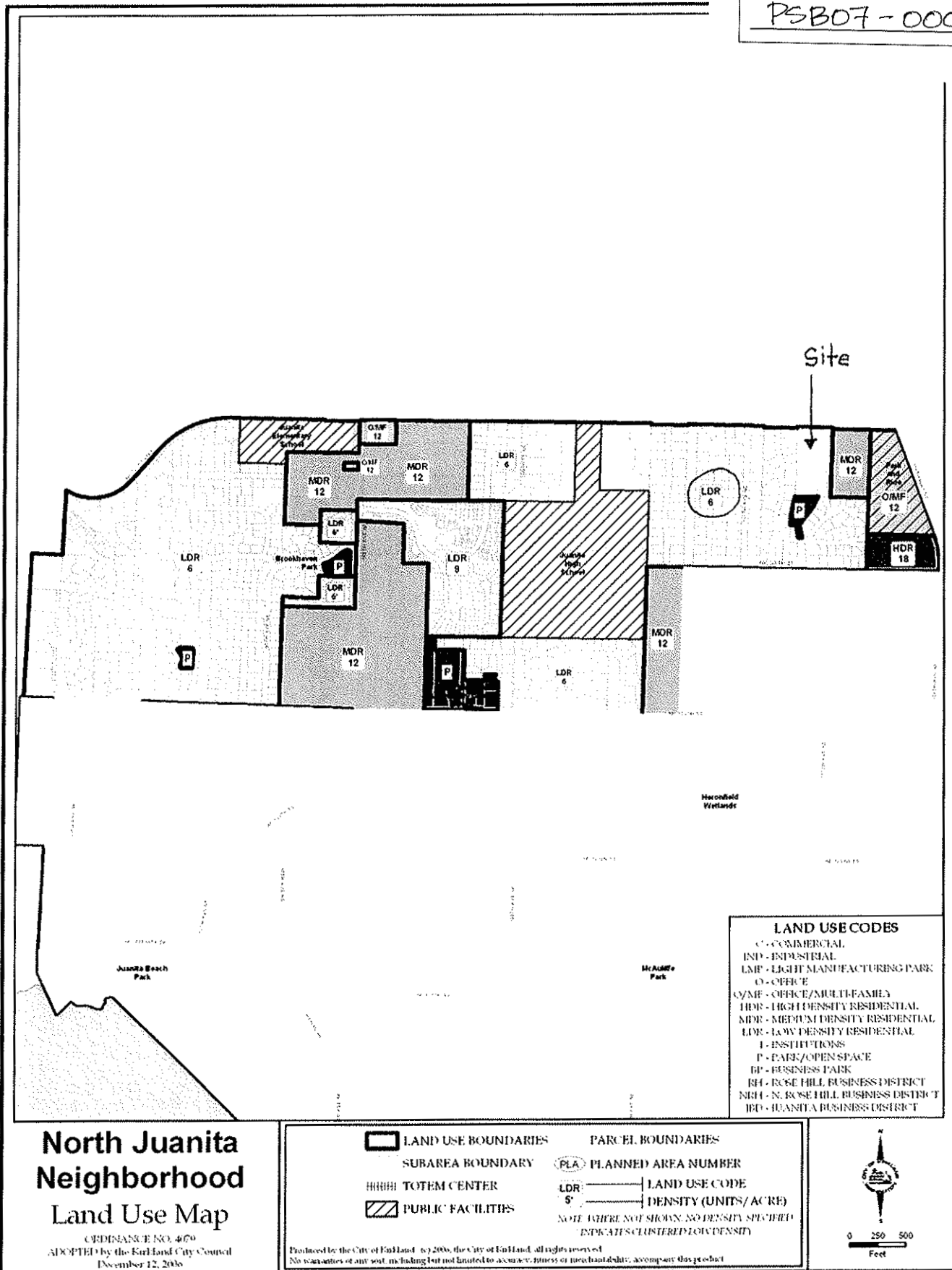


Figure J-2a: North Juanita Land Use

CITY OF KIRKLAND

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**DEPARTMENT OF PUBLIC WORKS
MEMORANDUM**

To: Susan Greene, Planner

From: Thang Nguyen, Transportation Engineer

Date: August 26, 2007

Subject: Proposed Cedar Park Residential Development Traffic Impact Review

This memo summarizes Staff's review of the traffic impact analysis for the proposed Cedar Park Residential development to be located at 12340 NE 115th Place.

Project Description

The applicant proposes to replace 5,171 square foot (sf) church with 24 single family homes. It is anticipated that the project will be built and fully occupied by the end of 2009. One driveway will provide access to the site from NE 132nd Street.

Trip Generation

The trip generation calculations for existing daily and AM peak hour periods were based on ITE Trip Generation 7th Edition rates. The proposed project is forecasted to generate 186 daily, 14 AM Peak hour, and 21 PM Peak hour net new trips.

Traffic Concurrency

The proposed project passed traffic concurrency. A traffic concurrency test notice was issue and is valid until June 4, 2008 unless a development permit and certificate of concurrency are issued or an extension is granted.

Traffic Impact

The traffic analysis followed the City's Traffic Impact Analysis Guidelines (TIAG). The TIAG requires a Level of Service (LOS) Analysis using the Highway Capacity Manual Operational Method for intersections that have a proportionate share greater than 1%. Based on the traffic assignment presented in the traffic report, no intersection met this requirement.

The City requires developers to mitigate traffic impacts when one of the following two conditions is met:

1. An intersection level of service is at E and the project traffic is more than 15% of the intersection proportional share.
2. An intersection level of service is at F and the project traffic is more than 5% of the intersection proportional share.

Since no intersection met the significant proportional impact criteria, no off-site traffic mitigation is warranted.

It was calculated that the site driveway will operate acceptably at LOS-C. The sight distances of the project driveway were measured and presented in the traffic report. Based on the traffic report, the sight distances at the project driveways meet the City's minimum requirement.

Parking

The applicant shall provide sufficient parking as required by the City of Kirkland parking code requirements.

Road Impact Fees

Per City's Ordinance 3685, Road Impact Fees per Impact Fee Schedule in effect June 14, 1999 are required for all developments. Road impact fees are used to construct transportation improvements throughout the City. The development will be assessed road impact fees as summarized in Table 1. New impact fee rates were adopted by the City Council on June 5, 2007 and go into effect on February 1, 2008. The fee estimate in Table 1 is based on rates in effect until February 1, 2008. The proposal will only vests under this rate with submittal of a completed building permit application (as determined by the City of Kirkland building official) prior to February 1, 2008.

In addition, the applicant will dedicate right-of-way (R.O.W.) for the improvement of NE 132nd Street. The applicant will receive a credit for their dedication toward their road impact fee. The Final impact fee will be determined at the final building permit.

Table 1. Road Impact Fee Estimate

Uses	Fee Rate	Units	Impact Credit/Fees
Single-Family	\$966 per unit	24	\$23,184.00
Church Credit	\$0.67 per sq. ft.	5,171 sq ft	(\$3,464.57)
Net Impact Fee			\$19,719.43

Staff Recommendations

Staff recommends approval of the proposed project with the conditions:

- Pay road impact fee.
- Maintain safe sight distance at the driveway.
- Dedicate R.O.W. for the NE 132nd Street planned improvements

cc: file